

**Amendments to the Claims**

The following listing of claims will replace all prior versions and listings of claims in the application.

1 - 34. (Cancelled)

35. (Currently Amended) A method of ~~using a shock absorber adjusting device~~ adjusting at least one vehicular suspension setup variable in a race car, said method comprising:

arranging a coil-over shock absorber system to include a shock absorber adjustment nut that is configured to facilitate wrench engagement and adjustment of at least one of a spring or shock absorber making up said coil-over shock absorber system situated in said race car, said shock absorber adjustment nut comprising:

an inner surface comprising a thread with which to engage a complementary thread on said shock absorber; and

an outer surface comprising a plurality of engaging teeth disposed thereabout such that a substantial entirety of said outer surface is defined by a continuous arrangement of said plurality engaging teeth;

configuring a shock absorber adjusting device to comprise:

a handle with a proximal end and a distal end;

a head coupled to said distal end and defining an engaging member that comprises a race therein and is configured to couple to said shock absorber adjustment nut, said head comprising a closed end disposed adjacent said distal end of said handle and an open end disposed away from said closed end, said open end configured to allow placement of said device over said shock absorber adjustment nut and along said plurality of engaging teeth to facilitate mechanical engagement between said plurality of engaging teeth and said engaging member at substantially continuous engagement positions along said outer surface ~~to facilitate rotation thereof a nut-~~

~~engaging member coupled to said handle, said engaging member defining a race therein; and~~

a ratcheting mechanism comprising pawls that make up at least a portion of said race, said ratcheting mechanism cooperative with said engaging member;

coupling said device to said shock absorber adjustment nut such that said plurality of engaging teeth can engage said pawls to make said shock absorber adjustment nut responsive to rotational movement of said device; and

ratcheting said device to effect an adjustment of said shock absorber adjustment nut, which in turn adjusts said at least one vehicular suspension setup variable.

36. (Cancelled)

37. (Original) The method according to claim 35, further comprising placing at least one thrust bearing against at least one of said adapter ring or said shock absorber adjustment nut.

38. (Original) The method of claim 35, further comprising configuring said device to include a hinge disposed between said head and said handle to facilitate pivotal movement therebetween.

39. (Cancelled)

40. (Previously presented) The method of claim 36, wherein spacing between adjacent teeth of said plurality of teeth is up to six degrees.

41. (Previously presented) The method of claim 40, wherein spacing between adjacent teeth of said plurality of teeth is such that an angle subtended by said ratcheting rotation is four degrees per ratchet click.

42. (Previously presented) The method of claim 35, further comprising forming an angular bore in said shock absorber adjustment nut, and securing said shock absorber adjustment nut to said shock absorber with a securing member disposed in said bore.

43. (Currently Amended) A method of adjusting a coil-over shock absorber system in a race car, said method comprising:

securing said coil-over shock absorber system to said race car, wherein said coil-over shock absorber system comprises a shock absorber, a coil spring disposed concentrically about said shock absorber, at least one spring perch with one side disposed against an end of said coil spring, and a shock absorber adjustment nut disposed against a side of said spring perch that is opposite said one side, said;

~~threadably situating a shock absorber adjustment nut on said a shock absorber,~~ said shock absorber adjustment nut comprising a threaded inner periphery and a plurality of teeth disposed about a substantial entirety of its outer periphery;

placing a wrench on said shock absorber adjustment nut at any engagement position of a set of substantially continuous engagement positions such that they mechanically engage one another, said wrench comprising a handle and an engaging member coupled to said handle, said engaging member defining a race with a pawled ratcheting mechanism that forms a complementary engagement with said plurality of teeth; and

ratcheting said wrench to effect cooperative rotation and concomitant movement in said shock absorber adjustment nut along a threaded axis of said shock absorber that is complementary with said threaded inner periphery such that relative movement between said shock absorber adjustment nut and said shock absorber effects adjustment of at least one suspension setup variable in said race car.

44. (Previously presented) The method of claim 43, wherein said engaging member is hingedly coupled to said handle.

45. (Previously presented) The method of claim 43, wherein said plurality of teeth are spaced by no more than six degrees apart.

46. (New) The method of claim 43, wherein said adjustment of said at least one suspension setup variable in said race car comprises adjusting at least one of race car ride height or race car weight jacking.

47. (New) The method of claim 35, wherein said adjustment of said at least one vehicular suspension setup variable for said race car comprises adjusting at least one of race car ride height or race car weight jacking.